

Archaeological Survey for Added Travel Lanes on SR 66 from 2.94 km East of the East Junction
of SR 37 to 0.14 km West of the West Junction of SR 237 in Perry County, Indiana
Project STP-W 230 (); Des. No. 9700290

by
Mary E. Pirkle

prepared for
Indiana Department of Transportation
100 North Senate Avenue, Room N848
Indianapolis, Indiana 46204

prepared by
Office of Cultural Resource Management
Glenn A. Black Laboratory of Archaeology
423 N. Fess Street
Bloomington, Indiana 47405

Christopher S. Peebles
Director

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Abstract from Introduction and Management Summary

At the request of the Indiana Department of Transportation (InDOT), the Glenn A. Black Laboratory of Archaeology, Indiana University (GBL) conducted a Phase Ia archaeological reconnaissance survey for the proposed addition of travel lanes on State Road 66 from approximately 2.94 km (1.8 miles) east of the east junction of State Road 37 to approximately 0.14 km (0.1 mile) west of the west junction of State Road 237 in Perry County, Indiana. Survey encompassed both the north and south sides of SR 66. The GBL surveyed the entire project corridor, a total of approximately 12.0 acres.

The purposes of the survey were 1) to identify and document all of the cultural resources in the project area, 2) to evaluate any sites found with regard to their eligibility for inclusion on the National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (IRHSS), and 3) to make recommendations for the protection of significant and potentially significant sites.

Fieldwork was conducted November 3, 2000 by GBL archaeologist Mary E. Pirkle. At the time of survey, it became apparent that nearly all of the project area had been disturbed by previous construction, and that a substantial portion of the proposed project corridor consisted of nonsurveyable land, including steep bluffs and strongly sloping hillsides. Informal visual survey was conducted in both the disturbed and nonsurveyable portions of the project area in order to confirm that the degree of disturbance and topographic situation diminished and/or eliminated the possibility of finding cultural resources. One portion of the project area (approximately 0.25 acre) was shovel probed. Within that portion of the project area, no previously unrecorded archaeological resources were identified. Cultural resource clearance is therefore recommended for the proposed road construction project, provided that all earth-moving activities are restricted to the currently defined project area boundaries.

*Abstract created by Patrick Sovereign
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